



GUIDELINES

COARRI Container Loading Report

(D.95B version 1.2)

Department: PSA Antwerp EDI Support team

PSA Antwerp Guidelines COARRI

Introduction

This document is composed merely to facilitate the development of new EDI COARRI links with our customers and to guide and assist them through the programming and test phase. This should reduce the research and development on the customer side significantly.

As PSA Antwerp is an active participant of the worldwide SMDG EDI discussion forum since its foundation, this document is partially based on the SMDG COARRI user manual (Version 1.2), enriched with some useful tips. It is not our intention to replace the official SMDG manual. These guidelines should be used in addition to the COARRI manual.

Suggestions and/or feedback are always welcome, as this document is also based on experiences, gained from past COARRI projects. Each time some new features are added, we provide our customers with an update.

Best regards,

PSA Antwerp EDI Support team

The Container Loading Report (Coarri)

The COARRI message is sent by the container terminal operator to the shipping agent. It contains a list of all the full and empty containers discharged from or loaded into a specific vessel.

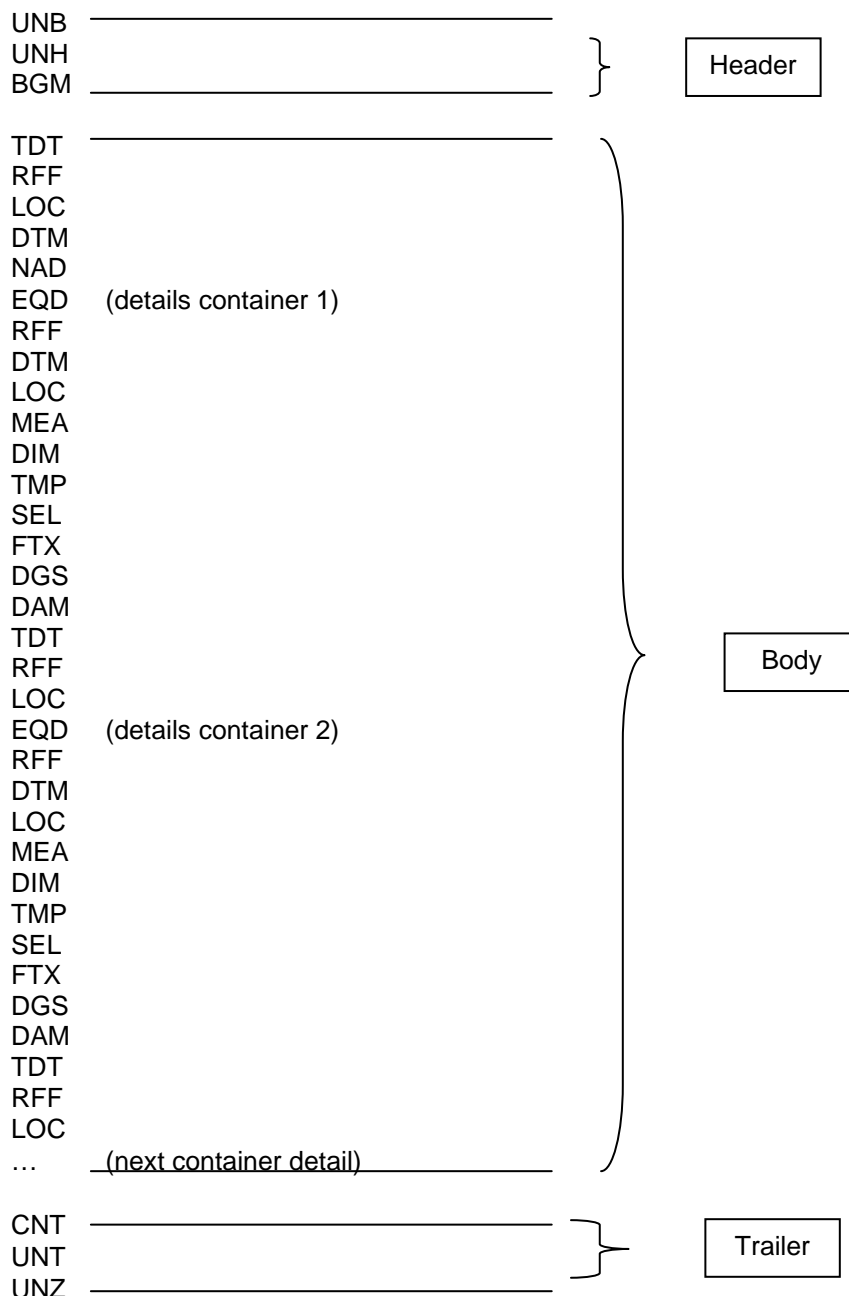
For the ease of use, we provide a separate description of **Loading Report** and of **Discharge Report** in different chapters.

For the options that are available in our COARRI messages, we wish to refer to Appendix A.

The COARRI (loading / discharge) is sent by PSA Antwerp when the operation (loading or discharge) has been completed.

There is also a small night window where we can never trigger COARRI'S because we have to leave a regular scheduled window for IT system maintenance (AS/400 IPL etc.) and this between 11:30PM and 01:00AM.

SEGMENT TABLE



LOADING REPORT

SEGMENT TABLE: table of contents

Tag Name

Header

UNH Message header
BGM Beginning of message
FTX Free text
RFF Reference

Segment group 1

TDT Details of transport
RFF Reference
LOC Place/location identification
DTM Data/time/period

Segment group 2

NAD Name and address
CTA Contact information

Segment group 3

EQD Equipment details
RFF Reference
TMD Transport movement details
DTM Date/time/period
LOC Place/location identification
MEA Measurements
DIM Dimensions
TMP Temperature
RNG Range Details
SEL Seal number
FTX Free text
DGS Dangerous goods
EQA Attached equipment
PIA Additional product id

Segment group 4

DAM Damage
COD Component details

Segment group 5

TDT Details of transport
RFF Reference
LOC Place/location identification
DTM Date/time/period
NAD Name and address

Trailer

CNT Control total
UNT Message trailer

SEGMENT INFORMATION

Interchange header – UNB- Segment

Structure:

UNB

+

0001 = *Syntax identifier* with as value always “UNOA” indicates the use of level ‘A’ character. set. => see APPENDIX D for more information)

:

0002 = *Syntax version* with as value always “2”.

+

0004 = *Sender identification code* = name code of the message sender.

+

0010 = *Recipient identification code* = name code of the message recipient.

+

0017 = *Date* = preparation date of the message.

:

0019 = *Time* = preparation time of the message

+

0020 = *Interchange control reference* = unique reference also transmitted in the UNZ segment.

‘

Example:

UNB+UNOA:2+101307+<RECEIVER>+000626:1005+015145’

Message header – UNH-Segment

For mapping reasons, we also enter the Association Assigned Code (0057) in the UNH-segment.

Structure:

UNH
+
0062 = *Message reference number* = unique reference also transmitted in the UNT segment.
+
0065 = *Message type identifier* with as value “COARRI”.
:
0052 = *Message type version number* with as value “D”.
:
0054 = *Message type release number* with as value “95B”.
:
0051 = *Controlling agency* with as value “UN”.
:
0057 = *Association assigned code* with as value the used manual version number (=”ITG12)
+
0068 = *Additional unique senders-message reference*.
,

Example:

UNH+015433+COARRI:D:95B:UN:ITG12+SEB0047736'

Beginning of message – BGM-Segment

To Indicate the type and function of a message.
For a loading report, the value of data element 1001 is “270”.

Structure:

BGM

+

1001 = *Instruction type* with as value “270” (= loading report).

+

1004 = *Sender’s unique internal reference number* .

+

1225 = *Message function, coded* with as value “9” (= original message), “3” (= delete container detail) or “4” (= change container detail).

,

Example for loading instruction:

BGM+270+SEB00477360001+9'

In the BGM segment, the code value of data element 1225 (message function, coded) indicates the function of the message.

1. SEGMENT GROUP 1

A group of segments to indicate information regarding the main carriage.
This segment group identifies the main carriage or vessel details for all items of equipment in the message.

1.1 Vessel details – Group 1 – TDT-Segment

This segment specifies the transport details such as mode of transport, call sign, ...
The TDT segment must be sent.

Structure:

TDT
+
8051 = *Transport stage qualifier* with as value "20" (= main carriage).
+
8028 = *Conveyance reference number* with as value main voyage number.
+
8067 = *Mode of transport, coded* with as value "1" (= maritime transport).
+
8179 = *Detailed mode of transport, coded* with as value "13" (= ocean vessel).
+
3127 = *Carrier identification* with as value the code of the vessel operator.
:
1131 = *Code list qualifier* with as value "172" (= carrier code).
+++
8213 = *Id of means of transport* with as value the international radio call sign (recommended) or the Lloyd's number.
:
1131 = *Code list qualifier* with as value "103" (= radio call sign).
::
8212 = *Id of the means of transport* with as value the full name of the vessel (= optional).
,

Example:

TDT+20+061W+1+13+CAL:172+++ZCBP5:103::CANMAR HONOUR'

1.2. Port of loading – Group 1 – LOC-segment

This segment is used to specify information about the port / terminal of departure.

The Related Location One Identification (3223) can have one of the following values:

- “K869” for quay 869 (Europaterminal)
- “K420” for quay 420 (Churchilldok)
- “K913” for quay 913 (Noordzeeterminal)
- “OCZ” for quay 206 (Container Handling Zeebrugge)
- “K1742” for quay 1742 (Deurganckdok)
- “K336” for quay 336 (NHS)

Structure:

LOC

+

3227 = *Place/location qualifier* with as value “9” (= operational port of loading).

+

3225 = *Place/location identification* with as value the UN-Locode of port of departure (“BEANR” for Antwerp or “BEZEE” for Zeebrugge).

:

1131 = *Code list qualifier* with as value the code “139” (=port).

:

3055 = *Code list responsible agency, coded* with as value the code “6” (= UN).

+

3223 = *Related place/location one identification* with as value the terminal/berth of departure (for codes: see above).

‘

Example:

LOC+9+BEANR:139:6+K869:TER:ZZZ’

1.4. Date / Time / Period – Group 1 – DTM-Segment

Structure: DTM (1)

DTM

+

2005 = *Date/time/period qualifier* with as value the code “132” (= arrival date/time).

:

2380 = *Date/time/period date/time of arrival.*

:

2379 = *Date/time/period format qualifier* with as value the code “203”.

,

Example:

DTM+132:200006240600:203'

(Means that the vessel arrived at the terminal on the 24/06/2000 at 06.00 Hrs.)

Structure: DTM (2)

DTM

+

2005 = *Date/time/period qualifier* with as value the code “133” (= departure date/time).

:

2380 = *Date/time/period date/time of departure.*

:

2379 = *Date/time/period format qualifier* with as value the code “203”.

,

Example:

DTM+133:200006252359:203'

(Means that the vessel left the terminal on the 25/06/2000 at 23.59 Hrs.)

2. SEGMENT GROUP 2

A group of segments to identify a party and/or addresses and related contacts.
This segment group is mandatory in the message and must always be used.

2.1. Container operator code – Group 2 – NAD-Segment

This segment specifies the name/address and their related function.

Structure:

NAD

+

3035 = *Party qualifier* with as value “CF” (=container operator) “CA” (=carrier) or “AG” (agent).

+

3039 = *Party id identification* with as value the name of the (line) agency.

:

1131 = *Code list qualifier* with as value the code “160” (= party identifier).

:

3055 = Code list responsible agency, coded “20” (=BIC).

,

Example:

NAD+CF+YML:160'

NAD+CA+YML:160'

NAD+AG+YML::20'

3. SEGMENT GROUP 3

A group of segments to specify containers in which goods are transported.

3.1. Equipment details – Group 3 – EQD-Segment

To identify a unit of equipment.

Structure:

EQD

+

8053 = *Equipment qualifier* with as value “CN” (=container).

+

8260 = *Equipment identification number* with as value the container number.

+

8155 = *Equipment size and type identification* with as value the ISO code for the corresponding container.

:

1131 = *Code list qualifier* with as value “102” (=size and type).

:

3055 = *Code list responsible agency, coded* with as value “5” (= ISO).

++

8249 = *Equipment status, coded* with as value “2” (= export), “6” (= transhipment) or “5” (= shifter, restorer).

+

8169 = *Full/empty indicator, coded* with as value “4” (= empty) or “5” (= full).

,

Example

(for Full): EQD+CN+TRLU1234567+4210:102:5++2+5'
(for Empty): EQD+CN+TRLU1234567+4210:102:5++2+4'

(For shipper's owned ctrs) EQD+CN+////4050180+4310:102:5++2+5'

(For shifting of ctrs) EQD+CN+TRLU1234567+4210:102:5++5+5'
EQD+CN+TRLU1234567+4210:102:5++5+4'

3.2. References – Group 3 – RFF-Segment

To specify reference numbers related to the item of equipment.

Structure:

RFF

+

1153 = *Reference qualifier* with as value the code "BN" (= Booking Reference Number).

:

1154 = *Reference number*

,

Example:

RFF+BN:ANR07025Z'

3.3. Date / Time / Period – Group 3 – DTM-Segment

To specify date, and / or time, or period.

Structure:

DTM

+

2005 = *Date/time/period qualifier* with as value the code "203 (= date/time of container loading).

:

2380 = *Date/time/period* container loading date/time.

:

2379 = *Date/time/period format qualifier* with as value the code "203".

,

Example:

DTM+203:200006251128:203'

(Means that the container was loaded on the vessel on the 25/06/2000 at 11.28 Hrs.)

3.4. Location – Group 3 – LOC-Segment

The LOC-segment is used to report locations, which relate to the movement of the container.

Locations associated with the main carriage are:

3.4.1. Operational Port of discharge: (LOC+11)

The operational port of discharge is the port of destination from the vessel point of view. In that port, the goods may be transhipped to another vessel and continue their voyage to their final port of destination (= LOC+7: see below).

Structure:

LOC

+

3227 = *Place/location qualifier* with as value “11” (=operational port of discharge).

+

3225 = *Place/location identification* with as value the UN Locode of the port of discharge.

:

1131 = *Code list qualifier* with as value “139” (=port).

:

3055 = *Code list responsible agency, coded* with as value “6” (= UN).

,

Example:

LOC+11+SGSIN:139:6'

3.4.2. Place of Delivery (final destination): (LOC+7)

The place of delivery is the final port of destination from the goods point of view. From there, they will be transported to an inland destination by truck, train or barge...

Structure:

LOC

+

3227 = *Place/location qualifier* with as value "7" (=place of delivery, final destination).

+

3225 = *Place/location identification* with as value the UN Locode of the port of final destination or stowage purposes.

:

1131 = *Code list qualifier* with as value "139" (=port).

:

3055 = *Code list responsible agency, coded* with as value "6" (= UN).

,

Example:

LOC+7+AEDXB:139:6'

3.4.3. Location Identification (on the vessel): (LOC+147)

Structure:

LOC

+

3227 = *Place/location qualifier* with as value "147" (= stowage cell).

+

3225 = *Bay/row/tier* (= BBBRRTT).

,

Example:

LOC+147+0140888'

3.5. Container Gross Weight – Group 3 – MEA-Segment

To specify physical measurements, including dimension tolerances, weights and counts.

Structure:

MEA

+

6311 = *Measurement Application Qualifier* with as value “AAE” (=measurement).

+

6313 = *Measurement dimensions, coded* with as value “G” (= gross weight),
“T” (= tare weight), “MW” (= maximum weight – used for CSC maximum
Gross weight container).

+

6411 = *Measure unit qualifier* with as value “KGM” (=kilogram).

:

6414 = *Measurement value* with as value the actual gross weight.

,

Example:

MEA+AAE+G+KGM:25400'

MEA+AAE+T+KGM:5400'

MEA+AAE+MW+KGM:40000'

3.6. Overheight / Oversized containers – Group 3 – DIM-Segment

The Group 3 DIM-Segment is used to specify dimensions, which exceed those of the standard reported in the preceding EQD-Segment.

As Dimension Qualifier (6145), following values are possible:

- " 5 " => Off-standard dimension front (over-length)
- " 6 " => Off-standard dimension back (over-length)
- " 7 " => Off-standard dimension right (over-width)
- " 8 " => Off-standard dimension left (over-width)
- " 9 " => Over-height

Structure:

DIM

+

6145 = *Dimension qualifier* with as value "5" or "6" or "7" or "8" or "9" (see above).

+

6411 = *Measure unit qualifier* with as value "CMT" (= centimetres).

:

6168 = *Length dimension* with as value the over-length.

:

6140 = *Width dimension* with as value the over-width.

:

6008 = *Height dimension* with as value the over-height.

,

Examples:

For over-length,	front:	DIM+5+CMT:20:0:0'
For over-length,	back:	DIM+6+CMT:30:0:0'
For over-width,	right:	DIM+7+CMT:0:15:0'
For over-width,	left:	DIM+8+CMT:0:15:0'
For over-height:		DIM+9+CMT:0:0:50'

Also a combination is possible, for example a container with an over-length of 20 cms, an over-width (right and left) of 10 cms and an over-height of 30 cms:

...
DIM+5+CMT:20:0:0'
DIM+7+CMT:0:10:0'
DIM+8+CMT:0:10:0'
DIM+9+CMT:0:0:30'

...

3.7. Fixed reefer temperature specification – Group 3 – TMP-Segment

To specify a fixed reefer temperature, the Group 3 TMP-Segment is used and is composed as follows:

The temperature setting (6246) is a 3-digit number. (". " excluded)

Examples:

- * "20.0" means 020°
- * "20.5" means 20.5°

Structure

TMP

+

6245 = *Temperature qualifier* with as value "2" (= transport temperature).

+

6246 = *Temperature setting* with as value the actual fixed temperature (see above).

:

6411 = *Measure unit qualifier* with as value the code "CEL" (=Celsius) or "FAH" (=Fahrenheit).

,

Examples:

- * TMP+2+09.5:CEL' → means 09.5°C
 - * TMP+2+05.0:CEL' → means 005°C
 - * TMP+2+-05.0:CEL' → means -005°C
- } registered temperature s

+ Mind that numeric data element values are regarded as positive. ... So, positive temperatures are specified without the "+"-sign, negative temperatures are specified including the "-"-sign.

+ We report the registered temperature in the TMP-segment but no range of temperatures and no RNG-segment.

3.8. Seal number – Group 3 – SEL-Segment

To specify a seal number related to the equipment.
Maximum 9 seal numbers are reported in the SEL-group with a SEL segment.

Structure:

SEL

+

9308 = *Seal number*.

+

9303 = *Seal issuer* with as value the code "CA" (= carriers' seal), "C" (= customs' seal),
"SH" (= shippers' seal), "TO" (= terminal operators' seal).

,

Example:

SEL+49156+SH'

SEL+37613+CA'

SEL+172052+TO'

SEL+1397757+C'

3.9. Instructions for special services or actions – Group 3 – FTX-Segment

3.9.1. Stowage instructions

This segment is used to specify the stowage instructions. As Text Subject Qualifier (4451) "HAN" has to be specified. As Free Text Coded (4441) next values can occur:

- "OD" = on deck stowage.
- "UD" = under deck stowage.

Structure:

FTX

+

4451 = *Text subject qualifier* with as value "HAN" (=handling instruction).

++

4441 = *Handling code* with as value "OD", "UD", ... (see above).

'

Example:

FTX+HAN++OD' for on deck stowage.

3.9.2. CSC information

This segment is also used to specify the CSC information. As Text Subject Qualifier (4451) "CSC" has to be specified. As Free Text Coded (4441) next values can be entered:

- "NDAT" = no data available
- "ACEP" = containerweight accepted
- "0702" = the weight mentioned on the CSC plate is valid until July 2002
- "NCSC" = no CSC plate
- "NLSB" = CSC plate not readable

Example:

FTX+CSC+++NDAT'

FTX+CSC+++ACEP'

FTX+CSC+++0702'

FTX+CSC+++NCSC'

FTX+CSC+++NLSB'

3.9.3. General information

Specifying general information will be done in the FTX segment with as Text Subject Qualifier (4451) "AAI" (=general information).

Structure:

FTX
+
4451 = *Text subject qualifier* with as value "AAI" (=general information).
+++
4440 = *Free text* with as value a description/instruction/remark.
,

Example:

FTX+AAI+++HEAVY PAYLOAD'

3.9.4. Goods description

Specifying goods description will be done in the FTX segment with as Text Subject Qualifier (4451) "AAA" (=goods description).

Structure:

FTX
+
4451 = *Text subject qualifier* with as value "AAA" (=goods description).
+++
4440 = *Free text* with as value a goods description.
,

Example:

FTX+AAA+++ZINC PLATE'

3.9.5. Damage remarks

See appendix B

3.10. Multiple dangerous goods in one container – Group 3 – DGS-Segment

To identify dangerous goods.

Maximum 9 multiple dangerous goods are reported in the DGS-group with a DGS-segment.

The DGS-segment is composed as follows:

Structure:

DGS

+

8273 = *Dangerous goods regulations* = "IMD".

+

8351 = *Hazard code identification* = IMDG Class Number or Sub Class Number.

:

8078 = *Hazard substance/item/page number* = IMDG Code page number.

+

7124 = *UNDG Number*.

+

7106 = *Shipment flashpoint*.

+

8339 = *Packing group*, coded with as value the code "1" (= great danger), "2" (= medium danger) or "3" (= minor danger).

'

Example:

...

DGS+IMD+8.1:8100+2790+3'

DGS+IMD+8:8225+1823+3'

DGS+IMD+3.3++000+3'

DGS+IMD+3.2+1197+000+3'

...

4. SEGMENT GROUP 4.

A group of segments to specify damage details related to the equipment.

4.1. Damage Details – Group 4 – DAM-Segment

In this segment the damage of the corresponding container is specified.
This group is related to the damage remarks (qualifier “DAR”) in Group 3 FTX-Segment.
(List of specifications in appendix C).

A maximum of 9 damage codes can be specified in the DAM-segment.

Structure:

DAM
+
7493 = *Details qualifier* with as value “1” (= equipment damage).
+
7501 = *Type of damage* (see Appendix C).
:
:
:
7500 = *Type of damage* (free text).
,

Example:

DAM+1+94:::DENTED AT DIFFERENT PLACES'
DAM+1+99:::OUT OF SERVICE'

To provide a control total.

Structure:

CNT
+
6069 = *Control qualifier* with as value "16" (= total number of equipment).
:
6066 = *Control value*: total number of containers counted.
,

Example:

CNT+16:277' → = message with 277 containers.

Message trailer UNT-Segment

To terminate a message.

Structure:

UNT

+

0074 = Number of segments in a message: including UNH and UNT segments, but excluding
UNA, UNB and UNZ segment.

+

0062 = Message reference number: this reference must be identical to the reference in UNH 0062.

Example:

UNT+01533+020561' → = message with 1533 segments.

Interchange trailer UNZ-Segment

To terminate a message.

Structure:

UNZ

+

0036 = Interchange control count: the number of messages in the interchange.

+

0020 = Interchange control reference: this reference must be identical to the reference in UNB0020.

,

Example:

UNZ+1+015145' → = 1 interchange envelope containing 1 COARRI message.

APPENDIX A: Available parameters COARRI and Time Triggered COARRI

There are several possibilities of container reporting.

1) Reporting of CSC information. (CSCINFO) (See also page 20)

This information can be switched on or off. If you want to have this setting changed, please contact the PSA Antwerp EDI department.
Default value = ON

2) Reporting of the reference (empty-in) from the loading orders (HANDLREF).

Used to specify the empty-in reference.

Example:
RFF+BN:ANT563819'

This information can be switched on or off. If you want to have this setting changed, please contact the PSA Antwerp EDI department.
Default value = OFF

3) Reporting of restowed containers (RESTOW).

The use of code "5" (restow) has to be agreed between partners.

Example:
EQD+CN+TSTU2836750+2210:102:5++5+5'

This information can be switched on or off. If you want to have this setting changed, please contact the PSA Antwerp EDI department.
Default value = OFF

4) Reporting of restowed "own purpose" containers (RESTOWOP).

The use of code "5" (restow) has to be agreed between partners.

Example:
EQD+CN+TSTU2836750+2210:102:5++5+5'

This information can be switched on or off. If you want to have this setting changed, please contact the PSA Antwerp EDI department.
Default value = OFF

5) Reporting of shifters (SHIFTER).

The use of code "5" (shifter) has to be agreed between partners.

Example:

EQD+CN+TSTU2836750+2210:102:5++5+5'

This information can be switched on or off . If you want to have this setting changed, please contact the PSA Antwerp EDI department.

Default value = OFF

6) Reporting of a DTM+132(Estimated arrival date / time) and DTM+133 (Estimated departure date / time) segment (DTMCOAR).

Example:

DTM+132:200505260600:203'

DTM+133:200505260600:203'

This information can be switched on or off. If you want to have this setting changed, please contact the PSA Antwerp EDI department.

Default value = ON

7) Reporting of zero degrees as a value (MINNUL).

In this segment "0" (= zero) gets a value.

Example:

TMP+2+0:CEL'

This information can be switched on or off. If you want to have this setting changed, please contact the PSA Antwerp EDI department.

Default value = ON

APPENDIX B: Basic PSA Antwerp's philosophy on Damage reporting.

Our basic philosophy in this matter is to try to provide as much damage info as possible to our customers.

The customer can decide whether to use this info or ignore parts of the reporting. (See also remark after item a).

a. Container was loaded on a vessel.

***** The segment FTX+DAR means that the container has status BD (Bad).**

```
BGM+270+SEB01860120001+9'  
...  
LOC+9+BEZEE:139:6+Z206:TER:ZZZ'  
...  
EQD+CN+TRLU8985620+22G1:102:5++2+5'  
DTM+203:200705022213:203'  
LOC+11+IEORK:139:6'  
LOC+7+IEORK:139:6'  
LOC+147+150502'  
MEA+AAE+G+KGM:6220'  
MEA+AAE+T+KGM:2230'  
MEA+AAE+MW+KGM:30000'  
SEL+APL 945006+CA'  
FTX+AAA+++GEN CARGO'  
FTX+CSC+++ACEP'  
FTX+DAR++10:ZZZ:184' ☒  
DAM+1+94:::DENTED ON DIFFERENT PLACES'  
DAM+1+99:::OUT OF SERVICE'
```

☒ **REMARK:** element 4441: the value "10" is used according to the recommendation JM4/272 (document ref. D4/ITIGG/104/V.2.00 - Oct.1999). The code itself can be found in the ITIGG document "Codes for use in the free text (FTX) segment on the UN/EDIFACT container messages", document ref. JM4/ITIGG/102/V.16 - May 1998). The value "10" stands for "Not available".

b. Container was loaded on a vessel.

***** The segment FTX+DAR means that the container has status OK (OK)**

BGM+270+SEB01860120001+9'
...
LOC+9+BEZEE:139:6+Z206:TER:ZZZ'
...
EQD+CN+TRLU8985620+22G1:102:5++2+5'
DTM+203:200705022213:203'
LOC+11+IEORK:139:6'
LOC+7+IEORK:139:6'
LOC+147+150502'
MEA+AAE+G+KGM:6220'
MEA+AAE+T+KGM:2230'
MEA+AAE+MW+KGM:30000'
SEL+APL 945006+CA'
FTX+AAA+++GEN CARGO'
FTX+CSC+++ACEP'
FTX+DAR++OK:ZZZ:184'
DAM+1+94:::DENTED ON DIFFERENT PLACES'

Remark: Although the container wasn't considered out of service we give the indication info that it left our terminal in the condition "dented on different places" (damage code 94).

APPENDIX C: Type of damages

	Damage Code	English Description	Dutch Description
Front	00	Toprail damaged	Toprail Beschadigd
	01	Bottomrail damaged	Bodemrail Beschadigd
	02	Hole/Tear	Gat/Scheur
	03	Volume variation	Volume Afwijking
Left	10	Toprail damaged	Toprail Beschadigd
	11	Bottomrail damaged	Bodemrail Beschadigd
	12	Hole/tear	Gat/Scheur
	13	Volume variation	Volume Afwijking
	14	Cornerpost damaged	Hoekstijl Beschadigd
Back	20	Toprail damaged	Toprail Beschadigd
	21	Bottomrail damaged	Bodemrail Beschadigd
	22	Hole/Tear	Gat/Scheur
	23	Doors Damaged	Deuren Beschadigd
	24	Doors not completely Closed	Deuren Niet Volledig Gesloten
Right	30	Toprail Damaged	Toprail Beschadigd
	31	Bottomrail Damaged	Bodemrail Beschadigd
	32	Hole/Tear	Gat/Scheur
	33	Volume Variation	Volume Afwijking
	34	Cornerpost Damaged	Hoekstijl Beschadigd
Bottom	40	Floor Damaged	Vloer Beschadigd
	41	Forkholes Damaged	Vorkopeningen Beschadigd
Top/Roof	50	Tarpaulin Damaged	Dekzeil Beschadigd
	51	Tarpaulin Missing	Dekzeil Ontbreekt
	52	Hole/Tear	Gat/Scheur
	53	Tarpaulin Not Secured	Dekzeil Niet Bevestigd
	54	Volume Variation	Volume afwijking
	55	Seal Line Damaged	Zegellijn Beschadigd
Inside	56	Seal Line Missing	Zegellijn Ontbreekt
	60	Dirty/Smells	Vuil/Stinkt
	61	Bottom Wet	Bodem Nat
	62	Roofpost Missing/Damaged	Dakstijlen Ontbreken/Beschadigd
	63	Sidepanels Missing/Damaged	Zijpanelen Ontbreken/Beschadigd
	Tank/Bulk	70	Outsidepanel Damaged
71		Tankframe Damaged	Tankframe Beschadigd
72		Tank zonder langse top- of bottem rail.	Tank missing cross- or bottom rail
Cool Container	80	Reefercable Missing	Reeferkabel Ontbreekt
	81	Reefercable Damaged	Reeferkabel Beschadigd
	82	Conair Holes Open	Conair Gat Open
	83	Conair Holes Damaged	Conair Gat Beschadigd
General	90	Labels Missing	Labels Ontbreken
	91	Old Labels Not Removed	Oude Labels Niet Verwijderd
	92	Not Sealed At Arrival	Niet Verzegeld Bij Aankomst
	93	Container Leaks	Container Lekt

	94	Dented On Different Places	Gedeukt Op Verschillende Plaatsen
	95	No Liner seal upon terminal arrival	Geen rederijzegel; Liner seal bij aankomst
	96	Container onder gas (=ctr aangeleverd met fumigatie label)	Gassed container (=ctr delivered with fumigation label)
	99	Out Of Service	Buiten Dienst

APPENDIX D: Level A character set in detail (see also “Interchange header – UNB – segment”):

Letters, upper case	A to Z
Numerals	0 to 9
Space character	
Full stop	.
Comma	,
Hyphen / minus sign	-
Opening parentheses	(
Closing parentheses)
Oblique stroke (slash)	/
Equals sign	=

Reserved for use as:

Apostrophe	' segment terminator
Plus sign	+ segment tag and data element separator
Colon	: component data element separator
Question mark	? release character

? immediately preceding one of the characters ' + : ? restores their normal meaning. E.g. 10?+10=20 means 10+10=20. Question mark is represented by ??.

The following characters are part of the level A character set but **cannot** be used internationally in telex transmissions:

Exclamation mark	!
Quotation mark	"
Percentage sign	%
Ampersand	&
Asterisk	*
Semi-colon	;
Less-than sign	<
Greater-than sign	>
Degree sign	°
Cross sign	#

APPENDIX G: Time Triggered COARRI

Normally a COARRI loading report is sent after closing the vessel visit. The report is sent for an entire discharge or loading for a specific vessel and visit.

Besides this COARRI report, there also exists a Time Triggered COARRI report. This Time Triggered COARRI report is sent in periods (e.g. every 15 minutes, 30 minutes,...). After each period all containers, which have been loaded/discharged within this period on a certain terminal, are reported.

The most important advantage of this report is a full release can be sent quicker and a transporter can pick up the container sooner. The client will have a constant update of the container moves.

If containers have to be loaded on two different vessels in the same period on the same terminal for the same customer, this will be sent in two separate messages.

The lay-out of the message will be the same as other COARRI messages.

The same parameters are applicable in Time Triggered COARRI.

Example:

Between 12:15h and 12:45h following containers have been loaded for HPL on terminal K869.

```
UNB+UNOA:2+101307+HAPAG-LLOYD+070510:1247+292144'  
UNH+292163+COARRI:D:95B:UN:ITG12+SEA5108275'  
BGM+270+SEA51082750001+9'  
TDT+20+123E+1+13+APL+++A8DS4:103::APL GERMANY'  
LOC+9+BEANR:139:6+K869:TER:ZZZ'  
DTM+132:200705092200:203'  
DTM+133:200705110200:203'  
NAD+CF+HPL'  
NAD+AG+HPLA::20'  
EQD+CN+HLXU3601666+22U1:102:5++2+5'  
RFF+BN:31083138'  
DTM+203:200705101216:203'  
LOC+11+SGSIN:139:6'  
LOC+7+THLCH:139:6'  
LOC+147+130710'  
MEA+AAE+G+KGM:23372'  
MEA+AAE+T+KGM:2500'  
MEA+AAE+MW+KGM:32000'  
SEL+1177+SH'  
FTX+CSC+++ACEP'  
FTX+DAR++OK:ZZZ:184'  
DAM+1+34:::RECHTS HOEKSTIJL BESCHADIGD'  
DAM+1+50:::DAK DEKZEIL BESCHADIGD'  
DAM+1+94:::ALG GEDEUKT OP VERSCHILLENDE PLAATS'  
EQD+CN+TRLU2122284+2210:102:5++2+5'  
RFF+BN:36749847'  
DTM+203:200705101243:203'  
LOC+11+HKHKG:139:6'
```

LOC+7+CNHUA:139:6'
LOC+147+250108'
MEA+AAE+G+KGM:19932'
MEA+AAE+T+KGM:2300'
MEA+AAE+MW+KGM:30000'
SEL+4454914+SH'
FTX+CSC+++ACEP'
FTX+DAR++OK:ZZZ:184'
DAM+1+01:::VOORKANT ?: BODEMRAIL BESCHADIGD'
DAM+1+11:::LINKS BODEMRAIL BESCHADIGD'
DAM+1+21:::ACHTER ?: BODEMRAIL BESCHADIGD'
DAM+1+23:::ACHTER ?: DEUREN BESCHADIGD'
DAM+1+31:::RECHTS BODEMRAIL BESCHADIGD'
DAM+1+54:::DAK VOLUME AFWIJKING'
DAM+1+94:::ALG GEDEUKT OP VERSCHILLENDE PLAATS'CNT+16:1'
UNT+25+292163'
UNZ+1+292144'